

CN response to questions resulting from the October 9, 2019 community conversation. Prepared by Larry Lloyd, Manger for Government Affairs for CN.

1. What are the anticipated decibel levels from stationary and ambient noise as measured at the property line? What are the decibel levels for other CN autoport facilities?

There are inherent noises from railway operations, which may affect neighboring properties. CN does its best to be a good neighbor. People living near railways must expect to hear a certain amount of activity from railway operations. Since rail noise is site-specific, there is no universally accepted method of measurement or applicable guidelines for measuring rail operations within an autoport it is impossible to give a specific measurement. Moreover, multiple factors can affect the level of noise someone hears. Any noise impact will be significantly reduced through the design and implementation of berms and vegetation, as well as the placement of the majority of rail operations in the far northwest corner of the facility. Drivers on-site will be limited to a speed of 7mph, which will further reduce noise as will the use of a trackmobile rather than a switching locomotive.

2. What impact will the project have on the existing train schedule?

Autorack service to the Autoport will be provided within existing manifest train service within the current schedules in the area. The number and length of trains are continuously impacted by the ebbs and flows of the North American economy. Nevertheless, the Autoport in and of itself will not increase train traffic at its anticipated operational level.

3. Please provide nighttime photos from the Lansing autoport facility, which accurately depict the nighttime visual environment, including but not limited to shielding measures, stray light across property boundaries, and glare.

Photos attached to email.

4. Has CN previously entered into a development agreement with a local municipality? If so, how many development agreements has CN entered into? And, will CN do so here?

CN regularly enters into agreements with localities for items such as at grade rail crossing improvements, rail-highway grade separations, and road closures. CN is willing to review such an agreement if the Town of Richmond proposes one for the autoport project as a whole.

5. Will fuel be stored on-site? If so, what kind, and will the fuel be stored above ground or below ground and have any required permits for this fuel storage been obtained? If so, please provide copies of those permits.

CN's plans for the autoport include a 500 gallon on-site, above-ground diesel fuel storage tank. As an added security measure, CN will surround the above ground storage diesel fule storage tank with jersey barriers.

6. Will there be a restroom facility available on-site? If so, what type of septic system will it have and does CN intend to apply to St. Croix County for approval of this system?

A restroom will be located on-site for employees and serviced through a septic system. CN will work with the county to ensure the facility meets all applicable state and local codes.

7. What is the plan for refuse/recycling removal, and general property maintenance? How will snow removal be handled in the winter months?

CN is responsible for the facility and will maintain it to meet service delivery and security needs.

8. Upon what provisions of law are you basing your conclusion that taxes paid by railroads on a facility designated as a “terminal” by the railroad are paid to the local municipality, and not to the State of Wisconsin Department of Transportation?

The Wisconsin Property Assessment Manual includes a discussion of the allocation of taxes for railroad terminals. The manual is available at <https://www.revenue.wi.gov/documents/wpam11.pdf>. Additional questions should be addressed to the Wisconsin Department of Revenue.

9. Has CN previously abandoned or closed an autoport facility? If so, when and where, and for what reasons? What reclamation measures did CN take on the site?

CN’s private capital investments in new facilities are done with thorough attention to market dynamics and made for long term sustainability. To date, we have not closed an autoport facility.

10. Will CN need to acquire any additional property for this project? If so, please identify those properties and owners, and status of any negotiations?

CN has all the property it needs to develop the Autoport. CN does continuously evaluate ways to enhance the fluidity of its network, and we are considering adding sidings in the area. The benefits of those sidings are still being evaluated.

11. Have any concepts been prepared for future expanded rail operations on this site or in the nearby vicinity in the Town of Richmond or City of New Richmond?

CN has no plans beyond those that have been shared with the community. However, as with any business in an evolving economy, CN always reassesses its infrastructure and its potential for future growth.

12. Please provide a copy of the most recent inspection report for the existing railroad bridge over 95th Street, including any pursuant to 49 C.F.R. Parts 213 and 237.

Any local unit of government may formally request information for any railroad bridge through the Federal Railroad Administration at <https://www.fra.dot.gov/Page/P0922>

13. Has CN formally notified anyone at the Wisconsin or Minnesota Departments of Transportation of this project? Who and when?

CN has regular conversations with WisDOT and MnDOT on a wide variety of issues, including project development and our private capital investment in their states. CN has briefed WisDOT and MnDOT officials about the scope of many of our projects and the benefits of our substantial capital investment to their states as well as our significant safety concerns with having an at-grade crossing and the importance of rerouting 105th Street.

14. Weigh stations are an important part of Minnesota’s truck size and weight enforcement efforts, and play an important role in protecting the state’s roadway infrastructure and protecting motorists from unsafe vehicles and unqualified drivers. Which weigh stations and/or inspection pull off sites will

trucks from the New Richmond autoport facility use? How often will trucks be weighed and/or inspected?

The destination and routes for the auto haulers are determined by the auto manufacturers and their contracted trucking companies. We expect that they will follow all applicable state and local laws regarding truck size and weight.

15. Where (specifically) are trucks transporting automobiles to once they leave the proposed Town of Richmond facility? Which auto manufacturer is CN contracting with? What is the length of the term of that contract? Is CN currently seeking contracts with other auto manufacturers?

The destination and routes for the auto haulers are determined by the auto manufacturers and their contracted trucking companies. CN has secured a multi-year contract with a US auto manufacturer and hopes to contract with other auto manufacturers to maximize the autoport's economic potential long-term.

16. Will the existing single line facility be upgraded to two lines (or more) as part of this project?

CN has no plans to double-track the mainline in the area at this time or to add a second rail line to access the autoport. Additional sidings are being considered in the area to enhance fluidity on the network.

17. Has CN previously assisted financially with the costs of establishing a designated quiet zone? If so, in what communities?

The establishment of quiet zones is a process between the community requesting it and the Federal Railroad Administration. If there are opportunities to enhance the safety of the network, CN will always engage communities to discuss how that can be achieved.

18. Does CN have an emergency preparedness plan for the Town of Richmond facility?

As the site is developed, CN Police will be conducting a security assessment of the facility in partnership with local law enforcement.

19. What services will the St. Croix County Sheriff's Office and/or New Richmond Police Department be expected to provide to CN for the proposed facility?

CN does not expect local law enforcement to provide any services for the facility outside of what they would for the community as a whole as part of their regular activities.

20. How many calls for service have first responders received regarding the Lansing facility in the past five years?

In the 12 years, the Charlotte-Lansing Autoport has been in operation, CN has made zero requests for assistance from local first responders.

21. Has an environmental impact study been performed that addresses the potential negative impact the proposed facility could have on private wells in the surrounding area? If so, please provide a copy of that study.

The project will satisfy all WDNR requirements for stormwater runoff.

22. Does CN acknowledge that it needs permits from the Wisconsin DNR for this project? If so, have all the necessary permits been obtained? If so, please provide copies of those permits. If they have not been obtained, does CN intend to start grading and excavating on this project without them?

On November 1, CN was awarded the WNDNR Construction Stormwater Permit for Phase 1 Earthwork. This is the only permit needed for the Phase 1 Earthwork. CN intends to begin earth movement as soon as possible, and could be as early as week of November 11.

23. What process or procedures will be put in place by CN to address complaints/ongoing concerns about the operation of this facility from area residents or municipalities?

Questions and concerns can always be addressed through CN's public inquiry line: 1-888-888-5909 or contact@cn.ca for any issues regarding CN.

24. CN has previously mentioned civic projects it has financially supported in other communities in which its facilities are located. Please provide information on how such support is obtained, application procedures, award criteria, and specific examples of past awards – location, nature of project, award amount.

Our Stronger Communities Fund invests within our focus areas of Health and Safety for Young People, Transportation Education, Environmental Sustainability, and Diversity. Applications can be made online at <https://www.cn.ca/en/delivering-responsibly/community/>. CN is also a partner of America in Bloom through the "EcoConnexions From the Ground Up" competitive grant program (<https://www.americainbloom.org/programs/cn-grant/>). The program allows communities along the CN corridor to take environmental action by improving their communities through healthy urban forests, natural landscaping, groundcover improvement, and flower displays.

25. What communications has CN had with the Office of the Commissioner of Railroads or the Wisconsin Department of Transportation? Please summarize the nature of those communications and any conclusions/recommendations agreed upon.

CN has regular conversations with the Office of the Commissioner of Railroads and WisDOT on a wide variety of issues. CN has briefed WisDOT and OCR officials about the scope of the project and the benefits of our substantial capital investment to the state as well as our significant safety concerns with having an at-grade crossing and the importance of rerouting 105th Street.

26. Has CN/Wisconsin Central completed its purchase of the land upon which the facility will be located? If so, please provide a copy of the recorded warranty deed transferring the property. If not, please clarify the status of the intended purchase.

CN has completed its purchase of the Asp property and is now the deed holder of record.